



Appalachian
Regional
Commission

PUBLIC TRANSPORTATION IN APPALACHIA - INVENTORY AND ASSESSMENT FACT SHEET

Of the 420 counties in

Appalachia



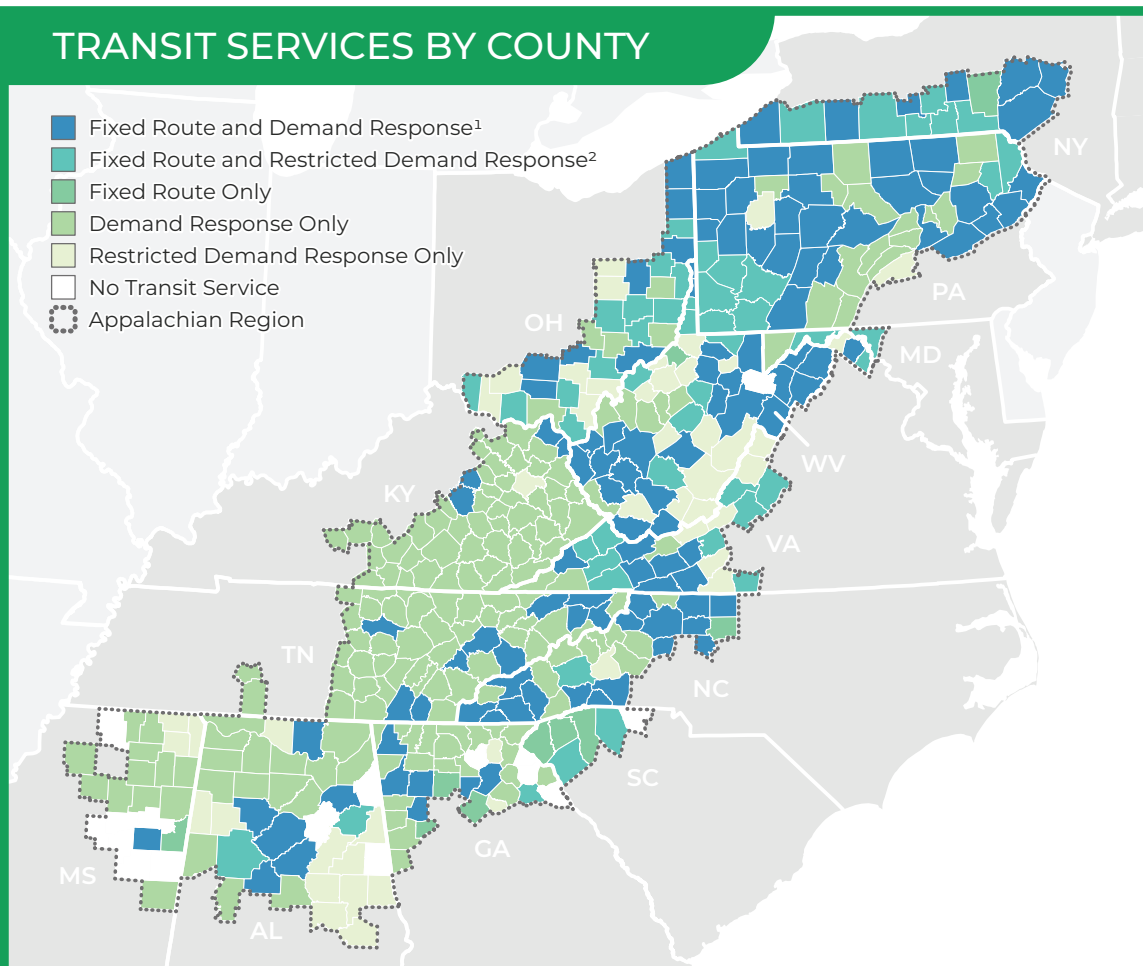
178 counties are served by fixed-route bus services



295 counties count with demand-reponse services open to the general public

TRANSIT SERVICES BY COUNTY

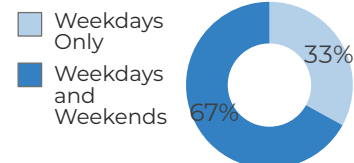
- Fixed Route and Demand Response¹
- Fixed Route and Restricted Demand Response²
- Fixed Route Only
- Demand Response Only
- Restricted Demand Response Only
- No Transit Service
- Appalachian Region



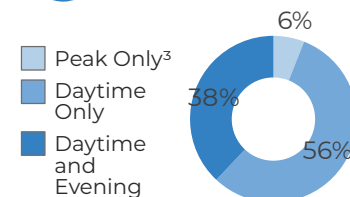
FIXED-ROUTE BUS BY COUNTY



DAYS
OF SERVICE



HOURS
OF SERVICE

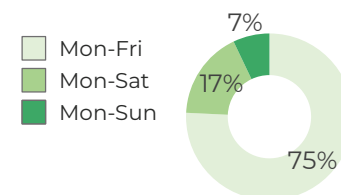


7% of the rural Appalachian counties served by fixed-route services have evening service, compared to 50% of rural non-Appalachian counties in Appalachian states

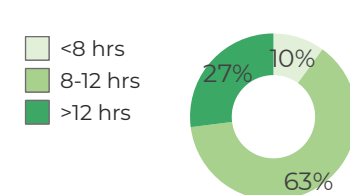
DEMAND RESPONSE BY COUNTY



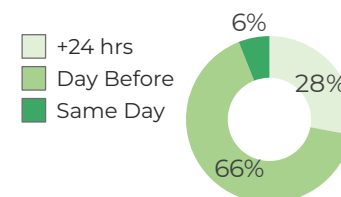
DAYS
OF SERVICE



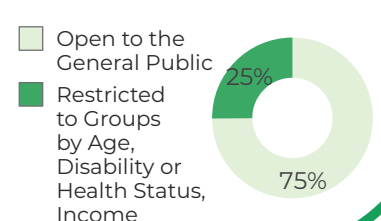
DAILY OPERATING
HOURS



RESERVATION
REQUIREMENTS



USER
REQUIREMENTS



¹Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.

²Restricted to certain groups of the population based on age, disability, health status, or income. ³Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.



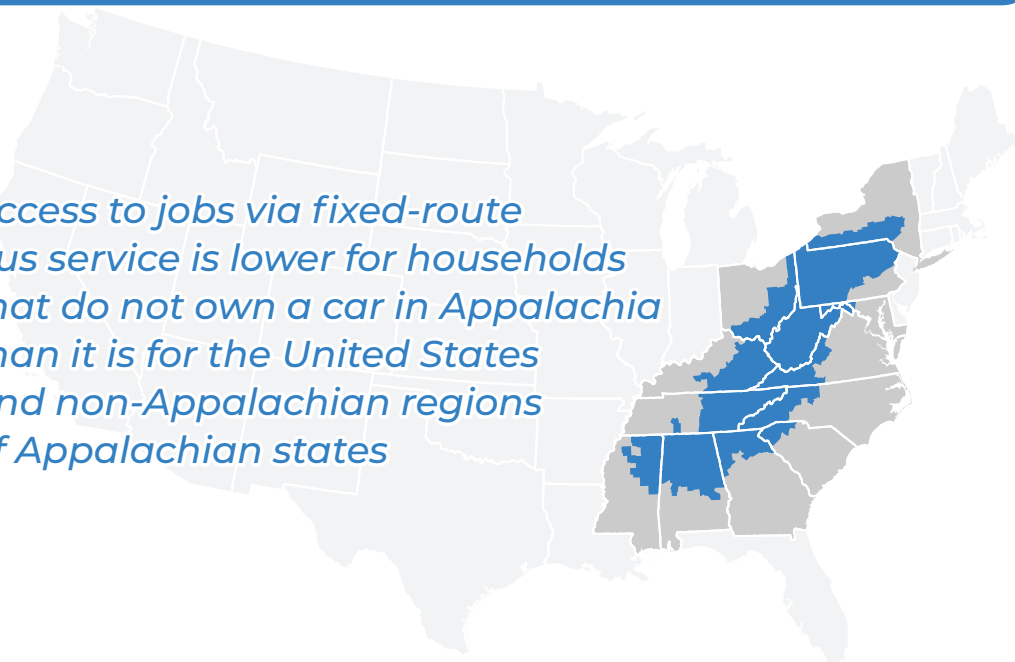
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PUBLIC TRANSPORTATION IN APPALACHIA - INVENTORY AND ASSESSMENT FACT SHEET

Access to jobs and transit in

Appalachia

Access to jobs via fixed-route bus service is lower for households that do not own a car in Appalachia than it is for the United States and non-Appalachian regions of Appalachian states



ACCESS TO JOBS



The percentage of jobs within a half-mile from fixed-route bus services¹ is

- ◆ 46% in Appalachia
- ◆ 62% in the United States
- ◆ 70% in non-Appalachian counties in Appalachian states

The percentages of jobs within a half-mile from fixed-route bus services by state is:

	Appalachian Counties	Non-Appalachian Counties
AL	50%	51%
GA	37%	69%
KY	42%	70%
MD	47%	77%
MS	31%	32%
NC	53%	60%
NY	57%	85%
OH	33%	65%
PA	46%	69%
SC	40%	48%
TN	55%	60%
VA	26%	67%
WV	56%	-

ACCESS TO TRANSIT FOR ZERO-CAR HOUSEHOLDS



48%

of households that do not have a car in Appalachia are within a half-mile from fixed-route bus services

This percentage is 72% in the United States and 87% in non-Appalachian counties in Appalachian states



46%



27%



While 46% of jobs in Appalachia are within a half-mile from fixed-route bus service, only 27% of workers reside within that service area, limiting opportunities to commute by fixed-route bus service.

¹Fixed-route transit bus service operates on a predetermined route according to a predetermined schedule, and riders are picked up and dropped off at designated stops.



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PUBLIC TRANSPORTATION IN APPALACHIA - INVENTORY AND ASSESSMENT FACT SHEET

Of the 37 counties in Appalachian

Alabama



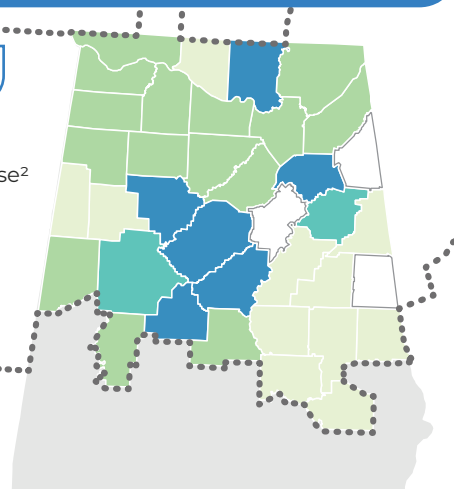
8 are served by fixed-route bus service



26% of the workers in these counties live within a half-mile of fixed-route bus service

TRANSIT SERVICES BY COUNTY

- Fixed Route and Demand Response¹
- Fixed Route and Restricted Demand Response²
- Demand Response Only
- Restricted Demand Response Only
- No Transit Service
- Appalachian Region

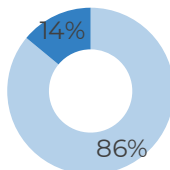


FIXED-ROUTE BUS BY COUNTY



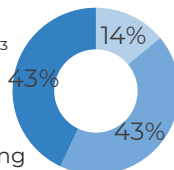
DAYS OF SERVICE

- Weekdays Only
- Weekdays and Weekends



HOURS OF SERVICE

- Peak Only³
- Daytime Only
- Daytime and Evening

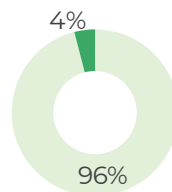


DEMAND RESPONSE BY COUNTY



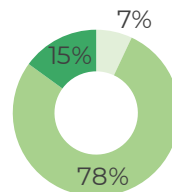
DAYS OF SERVICE

- Mon-Fri
- Mon-Sat
- Mon-Sun



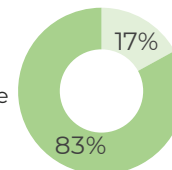
DAILY OPERATING HOURS

- <8 hrs
- 8-12 hrs
- >12 hrs



RESERVATION REQUIREMENTS

- +24 hrs
- Day Before
- Same Day



PRESENT IN
34 COUNTIES

ALABAMA HIGHLIGHT

The Alabama Department of Transportation conducts outreach with elected officials, particularly with newly elected local officials, to inform them of the benefits public transportation can bring to their communities.

FUNDING SNAPSHOT

Alabamas's FY 2019 Public Transportation Funding Allocation:

FEDERAL FUNDS

\$28.2 million

STATE FUNDS

\$ -

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches are not available for those programs in Alabama:

◆ **5310** ✗ CAPITAL ✗ OPERATING

◆ **5311** ✗ CAPITAL ✗ OPERATING

◆ **5339** ✗ CAPITAL

¹Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.

²Restricted to certain groups of the population based on age, disability, health status, or income. ³Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.



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PUBLIC TRANSPORTATION IN APPALACHIA - INVENTORY AND ASSESSMENT FACT SHEET

Of the 37 counties in Appalachian

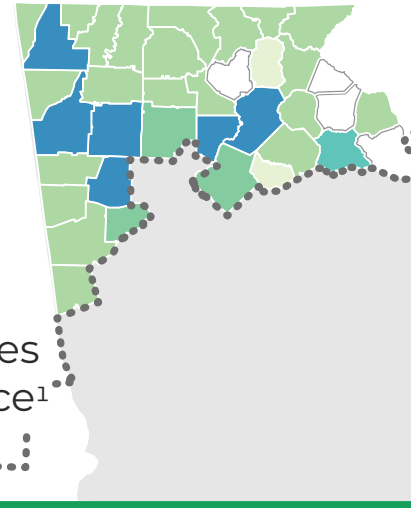
Georgia



10 are served by fixed-route bus service



14% of the workers in these counties live near fixed-route bus service¹



TRANSIT SERVICES BY COUNTY

- Fixed Route and Demand Response²
- Fixed Route and Restricted Demand Response³
- Demand Response Only
- Restricted Demand Response Only
- No Transit Service
- Appalachian Region

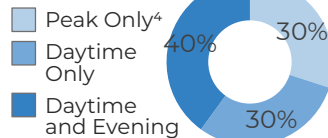
FIXED-ROUTE BUS BY COUNTY



DAYS OF SERVICE



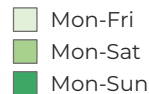
HOURS OF SERVICE



DEMAND RESPONSE BY COUNTY



DAYS OF SERVICE



DAILY OPERATING HOURS



RESERVATION REQUIREMENTS



PRESENT IN
30 COUNTIES

GEORGIA HIGHLIGHT

The Georgia Department of Transportation is currently working on a statewide transit plan that would compile all needs identified in local plans, both in urban and rural systems. The plan will establish a vision for transit and guide the implementation of statewide performance goals.

FUNDING SNAPSHOT

Georgia's FY 2019 Public Transportation Funding Allocation:

FEDERAL FUNDS

\$31 million

STATE FUNDS

N/A

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

♦ **5310** ✗ CAPITAL ✗ OPERATING

♦ **5311** ✓ CAPITAL ✗ OPERATING

♦ **5339** ✗ CAPITAL

¹Within a half-mile distance from a fixed-route transit service. ²Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.

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Of the 54 counties in Appalachian

Kentucky



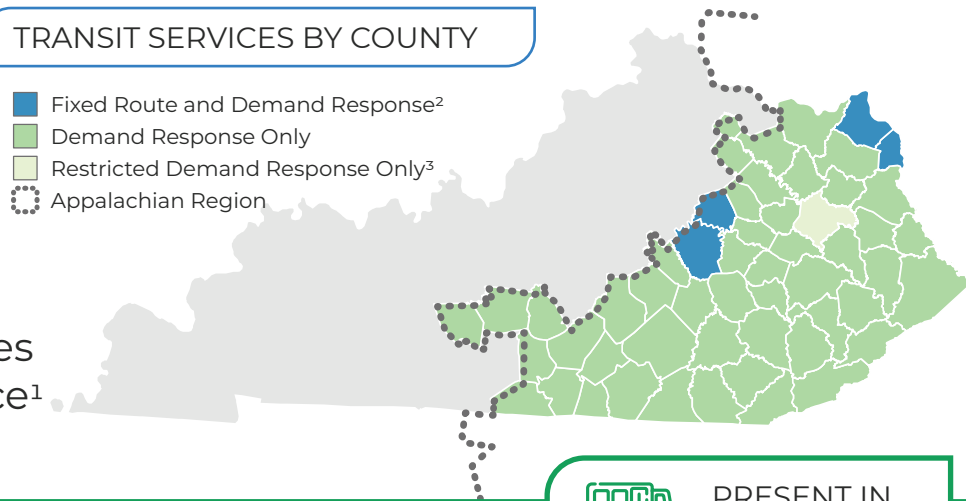
4 are served by fixed-route bus service



23% of the workers in these counties live near fixed-route bus service¹

TRANSIT SERVICES BY COUNTY

- Fixed Route and Demand Response²
- Demand Response Only
- Restricted Demand Response Only³
- Appalachian Region

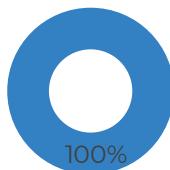


FIXED-ROUTE BUS BY COUNTY



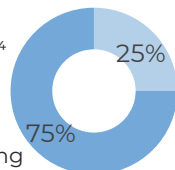
DAYS
OF SERVICE

- Weekdays Only
- Weekdays and Weekends



HOURS
OF SERVICE

- Peak Only⁴
- Daytime Only
- Daytime and Evening

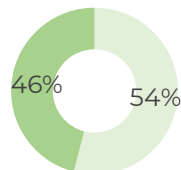


DEMAND RESPONSE BY COUNTY



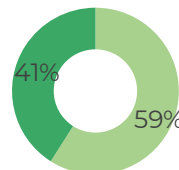
DAYS
OF SERVICE

- Mon-Fri
- Mon-Sat
- Mon-Sun



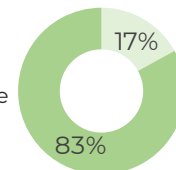
DAILY OPERATING
HOURS

- <8 hrs
- 8-12 hrs
- >12 hrs



RESERVATION
REQUIREMENTS

- +24 hrs
- Day Before
- Same Day



PRESENT IN
ALL COUNTIES

KENTUCKY HIGHLIGHT

Securing a local match needed to use federal grant funds is a common challenge for rural transit providers in the Region. The Kentucky Transportation Cabinet uses toll credits from the federal government based on Kentucky's investment in the federal highway system as a local match funding source for transit.

FUNDING SNAPSHOT

Kentucky's FY 2019 Public Transportation Funding Allocation:

FEDERAL FUNDS

\$26.7 million

STATE FUNDS

\$1.9 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

◆ **5310** ✓ CAPITAL
✗ OPERATING

◆ **5311** ✓ CAPITAL
✗ OPERATING

◆ **5339** ✓ CAPITAL

¹Within a half-mile distance from a fixed-route transit service. ²Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer. ³Restricted to certain groups of the population based on age, disability, health status, or income. ⁴Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.



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Of the three counties in Appalachian

Maryland



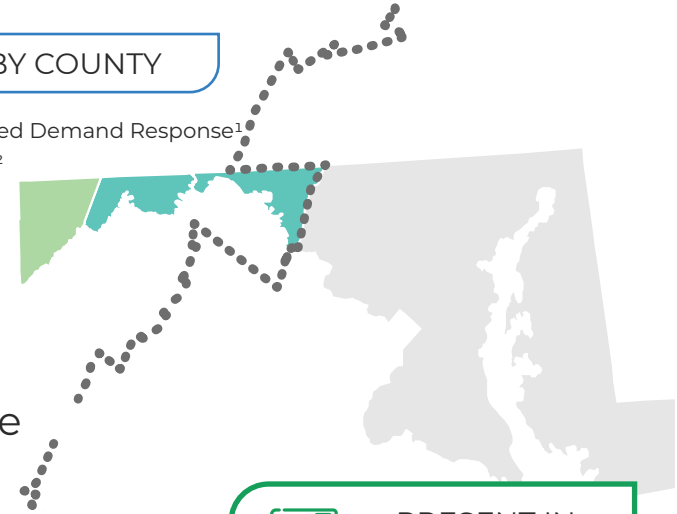
2 are served by fixed-route bus service



37% of the workers in these counties live within a half-mile of fixed-route bus service

TRANSIT SERVICES BY COUNTY

- Fixed Route and Restricted Demand Response¹
- Demand Response Only²
- Appalachian Region

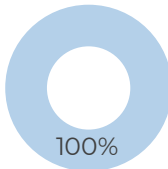


FIXED-ROUTE BUS BY COUNTY



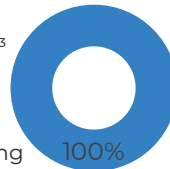
DAYS OF SERVICE

- Weekdays Only
- Weekdays and Weekends



HOURS OF SERVICE

- Peak Only³
- Daytime Only
- Daytime and Evening

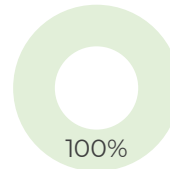


DEMAND RESPONSE BY COUNTY



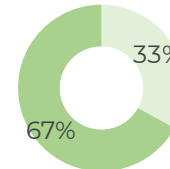
DAYS OF SERVICE

- Mon-Fri
- Mon-Sat
- Mon-Sun



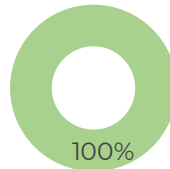
DAILY OPERATING HOURS

- <8 hrs
- 8-12 hrs
- >12 hrs



RESERVATION REQUIREMENTS

- +24 hrs
- Day Before
- Same Day



PRESENT IN ALL COUNTIES

MARYLAND HIGHLIGHT

During grant application workshops, new applicants receive an orientation separate from returning applicants to ensure that they have access to the resources and direct support they need.

FUNDING SNAPSHOT

Maryland's FY 2019 Public Transportation Funding Allocation:

FEDERAL FUNDS

\$11.2 million

STATE FUNDS⁴

\$7 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

◆ **5310** ✗ CAPITAL ✗ OPERATING

◆ **5311** ✓ CAPITAL ✓ OPERATING

◆ **5339** ✓ CAPITAL

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Of the 24 counties in Appalachian

Mississippi



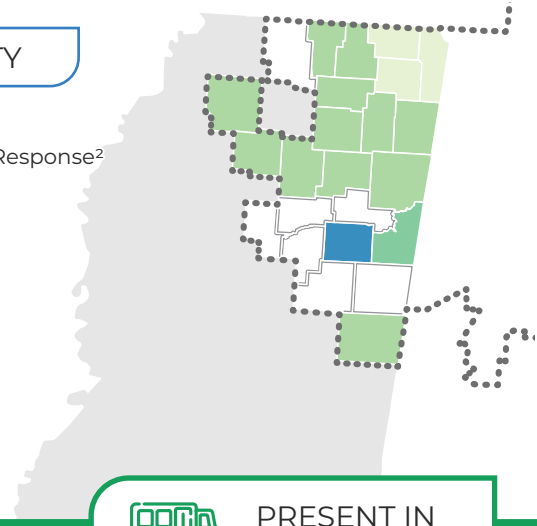
2 are served by fixed-route bus service



16% of the workers in these counties live within a half-mile of fixed-route bus service

TRANSIT SERVICES BY COUNTY

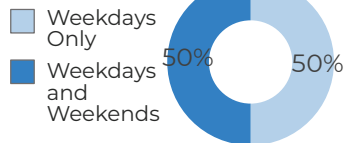
- Fixed Route and Demand Response¹
- Fixed Route and Restricted Demand Response²
- Demand Response Only
- Restricted Demand Response Only
- No Transit Service
- Appalachian Region



FIXED-ROUTE BUS BY COUNTY



DAYS
OF SERVICE



HOURS
OF SERVICE



DEMAND RESPONSE BY COUNTY



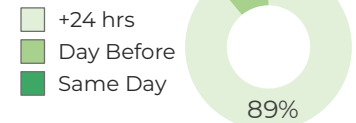
DAYS
OF SERVICE



DAILY OPERATING
HOURS



RESERVATION
REQUIREMENTS



PRESENT IN
16 COUNTIES

MISSISSIPPI HIGHLIGHT

Mississippi's Statewide Public Transportation Study (2017) identified a pressing concern shared with various states: employment is anticipated to become increasingly concentrated in urbanized areas. This change impacts efforts to plan for and meet job access needs in more rural areas of the state.

FUNDING SNAPSHOT

Mississippi's FY 2019 Public Transportation Funding Allocation:

FEDERAL FUNDS

\$21.6 million

STATE FUNDS⁴

\$3.8 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

◆ **5310** ✗ CAPITAL
✗ OPERATING

◆ **5311** ✓ CAPITAL
✓ OPERATING

◆ **5339** ✗ CAPITAL

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PUBLIC TRANSPORTATION IN APPALACHIA - INVENTORY AND ASSESSMENT FACT SHEET

Of the 14 counties in Appalachian

New York



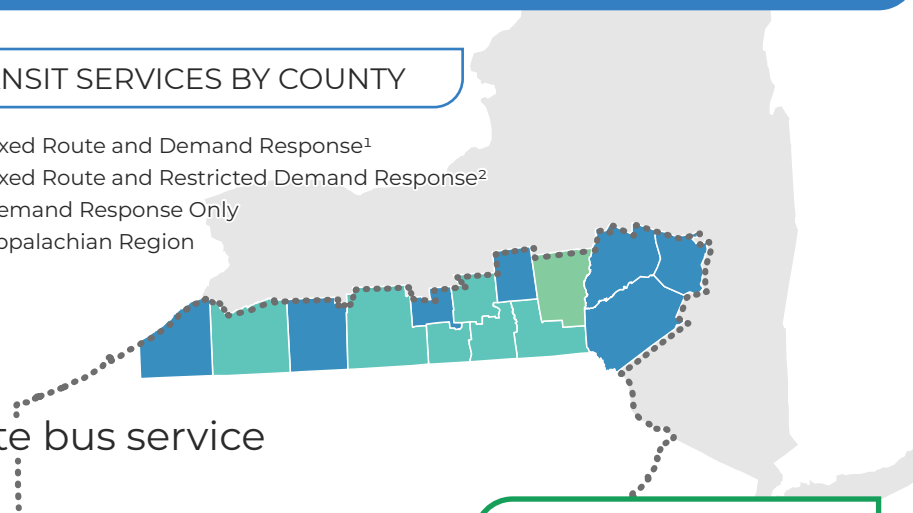
14 are served by fixed-route bus service



37% of the workers in these counties live within a half-mile of fixed-route bus service

TRANSIT SERVICES BY COUNTY

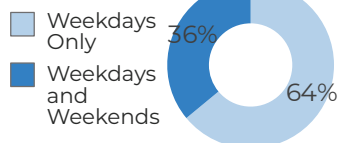
- Fixed Route and Demand Response¹
- Fixed Route and Restricted Demand Response²
- Demand Response Only
- Appalachian Region



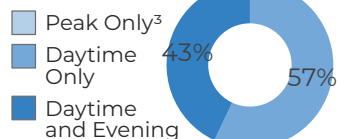
FIXED-ROUTE BUS BY COUNTY



DAYS
OF SERVICE



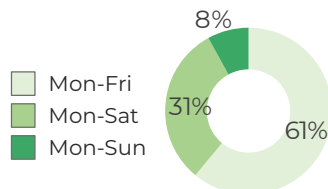
HOURS
OF SERVICE



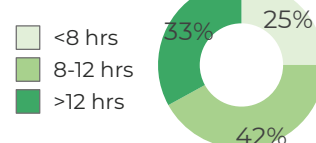
DEMAND RESPONSE BY COUNTY



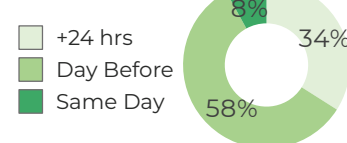
DAYS
OF SERVICE



DAILY OPERATING
HOURS



RESERVATION
REQUIREMENTS



PRESENT IN
13 COUNTIES

NEW YORK HIGHLIGHT

The New York Department of Transportation sponsors the 511NY Rideshare Program, a centralized location where the public may access information and explore alternatives to driving. The program invites employers and organizations to partner up, providing access to a variety of transportation options.

FUNDING SNAPSHOT

New York's FY 2019 Public Transportation Funding Allocation:

FEDERAL FUNDS

\$29.6 million

STATE FUNDS⁴

\$22.7 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

♦ **5310** ✓ CAPITAL
✓ OPERATING

♦ **5311** ✓ CAPITAL
✓ OPERATING

♦ **5339** ✓ CAPITAL

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Of the 29 counties in Appalachian

North Carolina

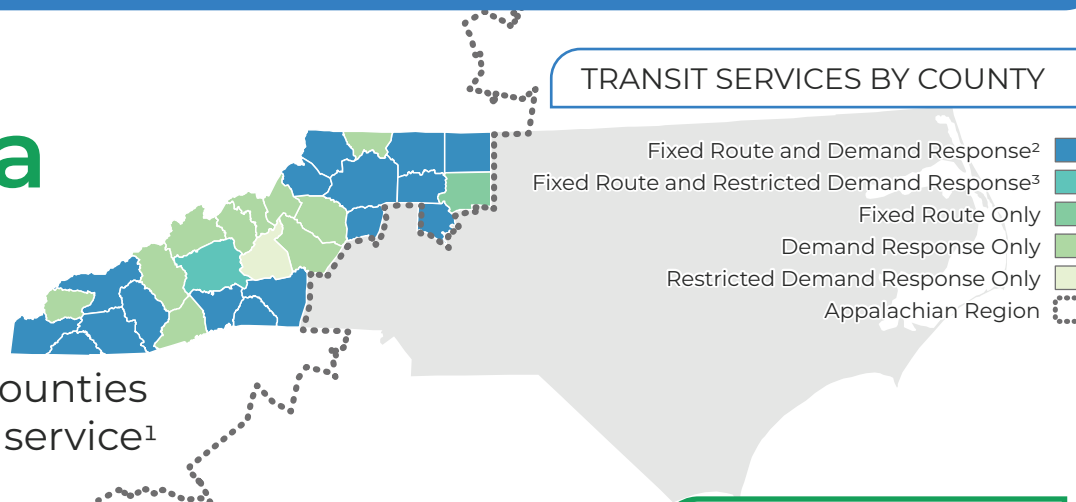


18 are served by fixed-route bus service



26% of the workers in these counties live near fixed-route bus service¹

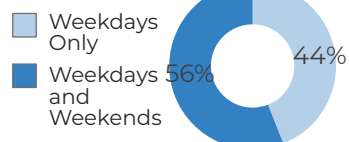
TRANSIT SERVICES BY COUNTY



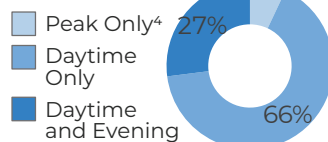
FIXED-ROUTE BUS BY COUNTY



DAYS
OF SERVICE



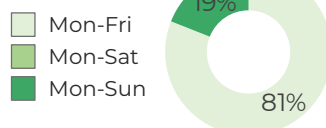
HOURS
OF SERVICE



DEMAND RESPONSE BY COUNTY



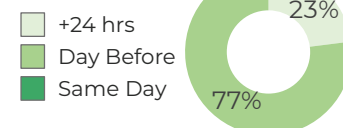
DAYS
OF SERVICE



DAILY OPERATING
HOURS



RESERVATION
REQUIREMENTS



PRESENT IN
28 COUNTIES

NORTH CAROLINA HIGHLIGHT

North Carolina is among a few Appalachian states that requires public transportation providers to develop periodic Transit Development Plans (TDPs) to ensure systematic, periodic transit planning among providers. TDPs can be developed by providers individually or at a regional level.

FUNDING SNAPSHOT

North Carolina's FY 2019
Public Transportation
Funding Allocation:

FEDERAL FUNDS

\$39.1 million

STATE FUNDS⁵

\$19.5 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

◆ **5310** ✓ CAPITAL
✗ OPERATING

◆ **5311** ✓ CAPITAL
✗ OPERATING

◆ **5339** ✓ CAPITAL

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Appalachian
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PUBLIC TRANSPORTATION IN APPALACHIA - INVENTORY AND ASSESSMENT FACT SHEET

Of the 32 counties in Appalachian

Ohio



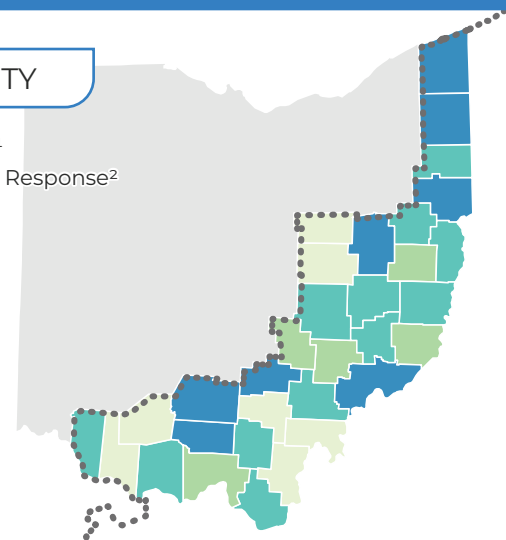
20 are served by fixed-route bus service



20% of the workers in these counties live within a half-mile of fixed-route bus service

TRANSIT SERVICES BY COUNTY

- Fixed Route and Demand Response¹
- Fixed Route and Restricted Demand Response²
- Demand Response Only
- Restricted Demand Response Only
- Appalachian Region

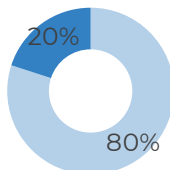


FIXED-ROUTE BUS BY COUNTY



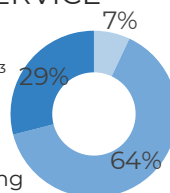
DAYS OF SERVICE

- Weekdays Only
- Weekdays and Weekends



HOURS OF SERVICE

- Peak Only³
- Daytime Only
- Daytime and Evening



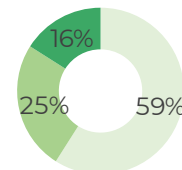
PRESENT IN ALL COUNTIES

DEMAND RESPONSE BY COUNTY



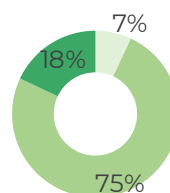
DAYS OF SERVICE

- Mon-Fri
- Mon-Sat
- Mon-Sun



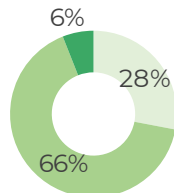
DAILY OPERATING HOURS

- <8 hrs
- 8-12 hrs
- >12 hrs



RESERVATION REQUIREMENTS

- +24 hrs
- Day Before
- Same Day



OHIO HIGHLIGHT

The Ohio Department of Transportation's Mobility Management Regional Pilot Program initiated a process of developing regional-level coordinated transportation plans – as opposed to the current county-level plans. The program is designed to assist in identifying and removing barriers to employment, social service, and health care for all.

FUNDING SNAPSHOT

Ohio's FY 2019 Public Transportation Funding Allocation:

FEDERAL FUNDS

\$34 million

STATE FUNDS⁴

\$6 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

- ♦ **5310** ✗ CAPITAL ✗ OPERATING
- ♦ **5311** ✓ CAPITAL ✓ OPERATING
- ♦ **5339** ✗ CAPITAL

¹Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer. ²Restricted to certain groups of the population based on age, disability, health status, or income. ³Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays. ⁴Includes funds from state-specific rural transit funding programs.



Appalachian
Regional
Commission

PUBLIC TRANSPORTATION IN APPALACHIA - INVENTORY AND ASSESSMENT FACT SHEET

Of the 52 counties in Appalachian

Pennsylvania



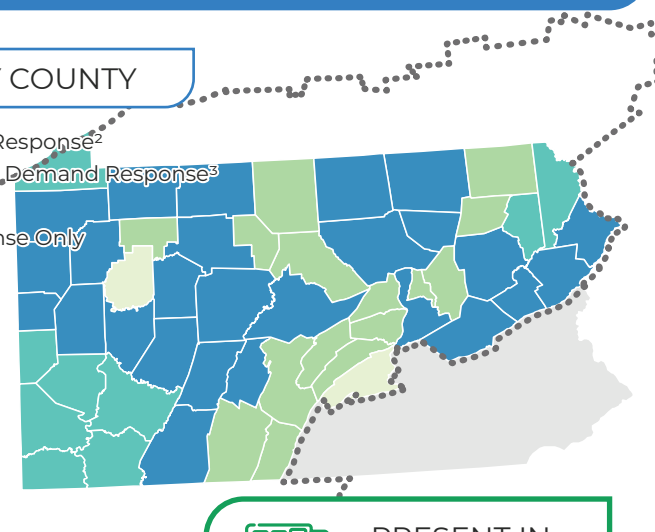
35 are served by fixed-route bus service



32% of the workers in these counties live near fixed-route bus service¹

TRANSIT SERVICES BY COUNTY

- Fixed Route and Demand Response²
- Fixed Route and Restricted Demand Response³
- Demand Response Only
- Restricted Demand Response Only
- Appalachian Region

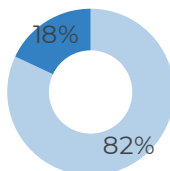


FIXED-ROUTE BUS BY COUNTY



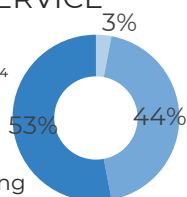
DAYS
OF SERVICE

- Weekdays Only
- Weekdays and Weekends



HOURS
OF SERVICE

- Peak Only⁴
- Daytime Only
- Daytime and Evening

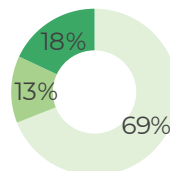


DEMAND RESPONSE BY COUNTY



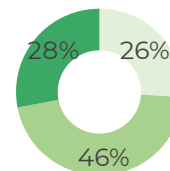
DAYS
OF SERVICE

- Mon-Fri
- Mon-Sat
- Mon-Sun



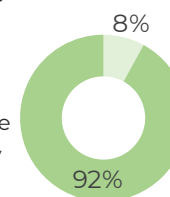
DAILY OPERATING
HOURS

- <8 hrs
- 8-12 hrs
- >12 hrs



RESERVATION
REQUIREMENTS

- +24 hrs
- Day Before
- Same Day



PRESENT IN
ALL COUNTIES

PENNSYLVANIA HIGHLIGHT

Pennsylvania's Act 44 Public Transportation Program, named the "Public Transportation Trust Fund," mandates predictable funding to maintain and expand transit service in the state. The state does not require a local match for providers to access funding for capital improvements.

FUNDING SNAPSHOT

Pennsylvania's FY 2019 Public Transportation Funding Allocation:

FEDERAL FUNDS

\$36 million

STATE FUNDS⁵

\$2.1 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

◆ **5310** ✓ CAPITAL
✗ OPERATING

◆ **5311** ✓ CAPITAL
✓ OPERATING

◆ **5339** ✓ CAPITAL

¹Within a half-mile distance from a fixed-route transit service. ²Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.

³Restricted to certain groups of the population based on age, disability, health status, or income. ⁴Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays. ⁵Includes funds from state-specific rural transit funding programs.



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PUBLIC TRANSPORTATION IN APPALACHIA - INVENTORY AND ASSESSMENT FACT SHEET

Of the six counties in Appalachian

South Carolina



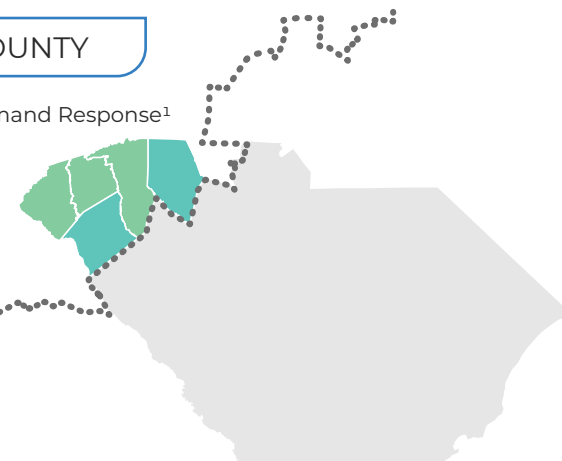
5 are served by fixed-route bus service



21% of the workers in these counties live within a half-mile of fixed-route bus service

TRANSIT SERVICES BY COUNTY

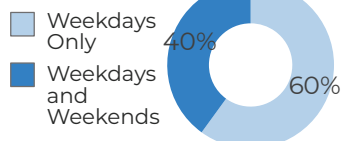
- Fixed Route and Restricted Demand Response¹
- Demand Response Only²
- No Transit Service
- Appalachian Region



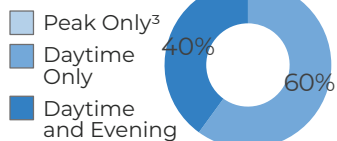
FIXED-ROUTE BUS BY COUNTY



DAYS
OF SERVICE



HOURS
OF SERVICE



DEMAND RESPONSE BY COUNTY



DAYS
OF SERVICE



DAILY OPERATING
HOURS



RESERVATION
REQUIREMENTS



PRESENT IN
2 COUNTIES

SOUTH CAROLINA HIGHLIGHT

South Carolina Department of Transportation receives approximately \$6.5 million per year from the South Carolina Motor Fuel User Fee for transit. Funds are split between urban and rural transit providers using a formula and are applied towards state-funded matches to federal funding programs.

FUNDING SNAPSHOT

South Carolina's FY 2019
Public Transportation
Funding Allocation:

FEDERAL FUNDS

\$20.1 million

STATE FUNDS⁴

\$6 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

◆ **5310** ✗ CAPITAL
✗ OPERATING

◆ **5311** ✓ CAPITAL
✓ OPERATING

◆ **5339** ✗ CAPITAL

¹Restricted to certain groups of the population based on age, disability, health status, or income.

²Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.

³Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays. ⁴Includes funds from state-specific rural transit funding programs.



Appalachian
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PUBLIC TRANSPORTATION IN APPALACHIA - INVENTORY AND ASSESSMENT FACT SHEET

Of the 52 counties in Appalachian

Tennessee



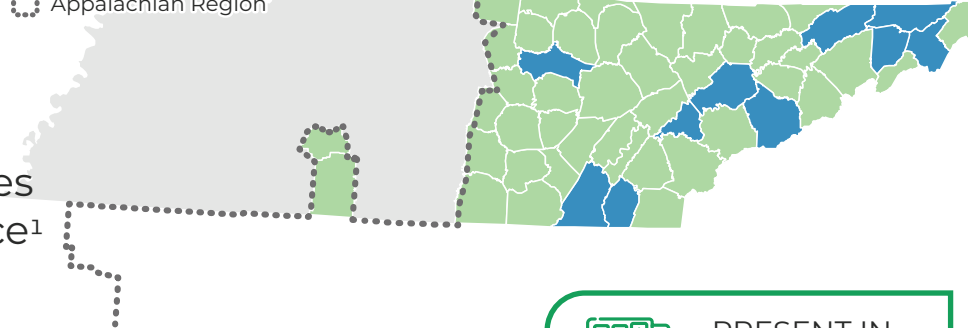
10 are served by fixed-route bus service



27% of the workers in these counties live near fixed-route bus service¹

TRANSIT SERVICES BY COUNTY

- Fixed Route and Demand Response²
- Demand Response Only
- Appalachian Region

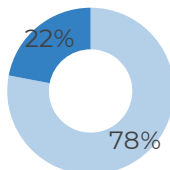


FIXED-ROUTE BUS BY COUNTY



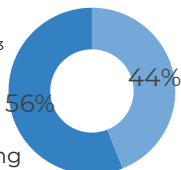
DAYS
OF SERVICE

- Weekdays Only
- Weekdays and Weekends



HOURS
OF SERVICE

- Peak Only³
- Daytime Only
- Daytime and Evening

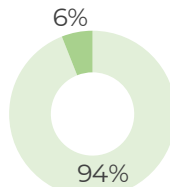


DEMAND RESPONSE BY COUNTY



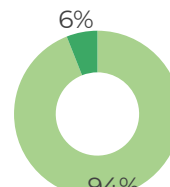
DAYS
OF SERVICE

- Mon-Fri
- Mon-Sat
- Mon-Sun



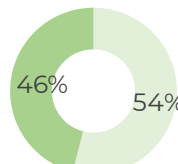
DAILY OPERATING
HOURS

- <8 hrs
- 8-12 hrs
- >12 hrs



RESERVATION
REQUIREMENTS

- +24 hrs
- Day Before
- Same Day



PRESENT IN
ALL COUNTIES

TENNESSEE HIGHLIGHT

Tennessee has experienced challenges in maintaining rural transit services due to the transition of rural areas into designated Urbanized Areas (UZAs) and the inability to use federal funds for rural transit in UZAs. The Tennessee Department of Transportation anticipates that this challenge will expand to more rural areas of the state following the UZA revisions from the 2020 Decennial Census.

FUNDING SNAPSHOT

Tennessee's FY 2019 Public Transportation Funding Allocation:

FEDERAL FUNDS

\$28.2 million

STATE FUNDS⁴

\$43.8 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

♦ **5310** ✓ CAPITAL
✗ OPERATING

♦ **5311** ✓ CAPITAL
✓ OPERATING

♦ **5339** ✓ CAPITAL

¹Within a half-mile distance from a fixed-route transit service. ²Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer. ³Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays. ⁴Includes funds from state-specific rural transit funding programs.



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PUBLIC TRANSPORTATION IN APPALACHIA - INVENTORY AND ASSESSMENT FACT SHEET

Of the 25 counties in Appalachian

Virginia



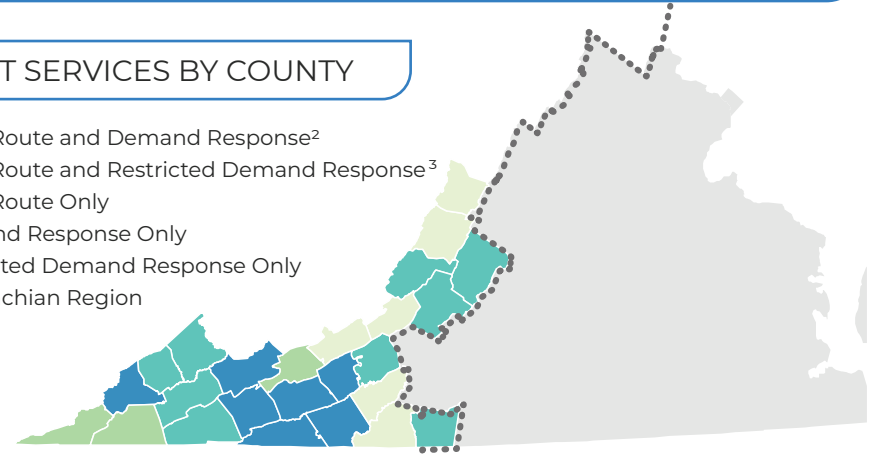
16 are served by fixed-route bus service



20% of the workers in these counties live near fixed-route bus service¹

TRANSIT SERVICES BY COUNTY

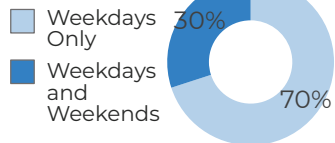
- Fixed Route and Demand Response²
- Fixed Route and Restricted Demand Response³
- Fixed Route Only
- Demand Response Only
- Restricted Demand Response Only
- Appalachian Region



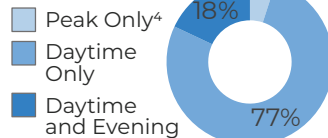
FIXED-ROUTE BUS BY COUNTY



DAYS OF SERVICE



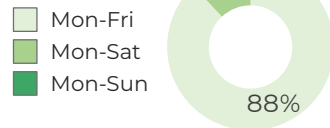
HOURS OF SERVICE



DEMAND RESPONSE BY COUNTY



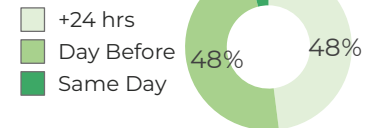
DAYS OF SERVICE



DAILY OPERATING HOURS



RESERVATION REQUIREMENTS



PRESENT IN
ALL COUNTIES

VIRGINIA HIGHLIGHT

Localities in Virginia may apply for demonstration grant funds for use in the first year of a new service before applying for Section 5311 grants. This two-step process provides a period for potential adjustments to be made before applying for the federal funding programs and ensures greater success for new services.

FUNDING SNAPSHOT

Virginia's FY 2019 Public Transportation Funding Allocation:

FEDERAL FUNDS

\$23.4 million

STATE FUNDS⁵

\$258.7 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

◆ **5310** ✓ CAPITAL
✓ OPERATING

◆ **5311** ✓ CAPITAL
✗ OPERATING

◆ **5339** ✓ CAPITAL

¹Within a half-mile distance from a fixed-route transit service. ²Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.

³Restricted to certain groups of the population based on age, disability, health status, or income. ⁴Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays. ⁵Includes funds from state-specific rural transit funding programs.



Appalachian
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PUBLIC TRANSPORTATION IN APPALACHIA - INVENTORY AND ASSESSMENT FACT SHEET

Of the 55 counties in

West Virginia



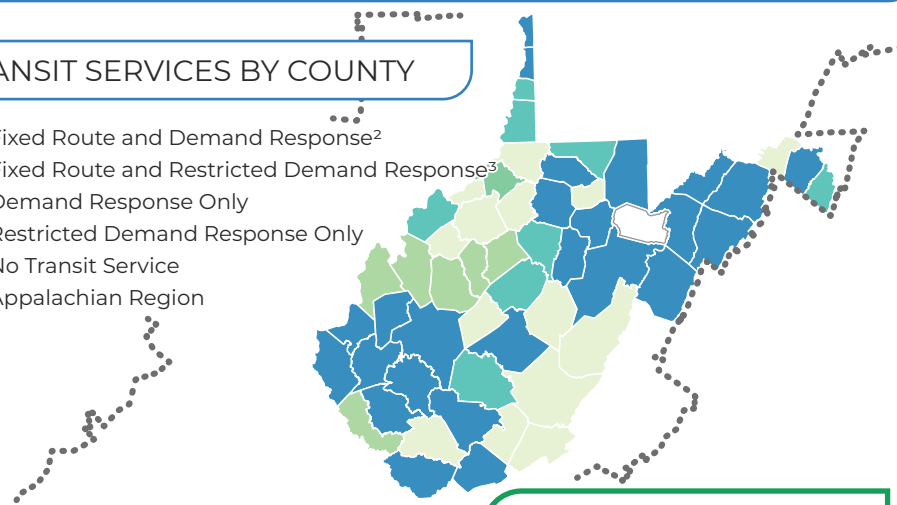
34 are served by fixed-route bus service



33% of the workers in these counties live near fixed-route bus service¹

TRANSIT SERVICES BY COUNTY

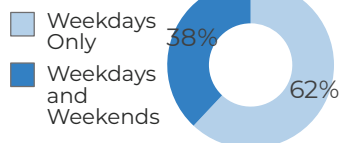
- Fixed Route and Demand Response²
- Fixed Route and Restricted Demand Response³
- Demand Response Only
- Restricted Demand Response Only
- No Transit Service
- Appalachian Region



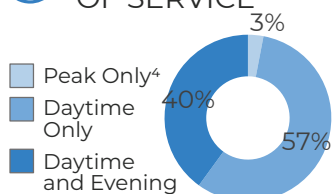
FIXED-ROUTE BUS BY COUNTY



DAYS
OF SERVICE



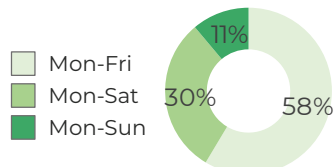
HOURS
OF SERVICE



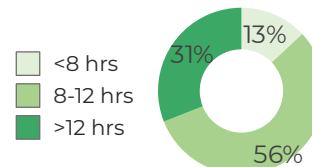
DEMAND RESPONSE BY COUNTY



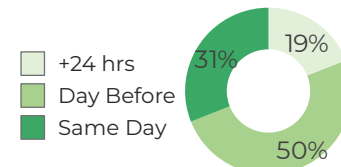
DAYS
OF SERVICE



DAILY OPERATING
HOURS



RESERVATION
REQUIREMENTS



PRESENT IN
53 COUNTIES

WEST VIRGINIA HIGHLIGHT

The West Virginia Department of Transportation (WVDOT) funds planning studies for potential new applicants to document transit service needs, how they can best be met, and the funds required to meet the identified unmet needs. This approach allows WVDOT to understand the specific needs in a community and how best to meet them.

FUNDING SNAPSHOT

West Virginia's FY 2019 Public Transportation Funding Allocation:

FEDERAL FUNDS

\$15.3 million

STATE FUNDS

\$2.6 million

The Federal Transit Administration's Section 5310, 5311, and 5339 grants are most applicable federal funding programs to rural transit providers. State-funded matches for those programs are available for:

♦ **5310** ✗ CAPITAL
✗ OPERATING

♦ **5311** ✓ CAPITAL
✓ OPERATING

♦ **5339** ✗ CAPITAL

¹Within a half-mile distance from a fixed-route transit service. ²Demand-response transit service is any non-fixed route system of transporting individuals that requires advanced scheduling by the customer.

³Restricted to certain groups of the population based on age, disability, health status, or income. ⁴Peak period is from 7:00-9:00 a.m. and 4:00-6:00 p.m. on weekdays.